tion around India Gate area under the new scheme. All the radials leading from the 'C Hexagon *to* the inner rotary of the Princes Place and the inner rotary itself are closed for traffic. Movement o£ 'C Haxagon has been kept one way in a clock-wise direction According to the Traffic Police the scheme have proved very effective in reducing conflict situations and congestion at all inter-sections connecting with 'C Hexagon and has entirely removed the chaotic conditions that were prevalent in the inner rotary earlier. Parking is permitted in the demarcated parking areas only on portion of the six radials connecting the Hexagon to the inner rotary with only a right turning entry from the Hexagon into the parking area and a right turning exist from the parking area into the Hexagon.

CONNAUGHT PLACE: As a follow-up action on the earlier circulation pattern of traffic in Connaught Place the Delhi Traffic Police have further introduced new traffic circulations with the objective of decongesting the Connaught Place Complex by discouraging through commuters who use the roads of Connaught Place as a short cut for different destinations. All traffic approaching Connaught Place Complex and entering the outer circulation, has been made to turn left compulsorily. Similarly all the traffic existing through the radials from the inner circle would compulsorily turn right into the circus and further exit into any oilier onward roads in a staggered fashion. For avoiding the conflcts of vehicles at the respective inter sections point of the middle circle with the radials adequate chan-nelisers have been erected for the purpose.

On the recommendations of the Com mittee Report constituted by the Commissioner of Police, Delhi for examining the merits and demerits of the traffic circulation pattern introduced in Connaught Place three chaitnelisers were removed. According to the Delhi Police the new traffic circulation pattern in Connaught Place is working satisfactorily.

KAROL BAGH: To tackle the problems and to ensure smoother flow of vehicles, reduce congestion and inconvenience on the market roads and the surrounding net work of roads in Karol Bagh and also to provide extra parking space the Delhi Traffic Police had introduced new circulation pattern for movement of vehicles in the area encompassed by Pusa Road to new Rohtak Road and Faiz Road *to* Military Road, Guru Ravi Dass Marg including areas surrounded by East Park Road, Rani Jhansi Road and Faiz Road, This plan envisages two-way movement of traffic on the peripheral main roads and the broader inside roads, with the crisscrossing feeder roads in a one-way pattern,

(c) The New Delhi Traders' Association have represented against the channelisers introduced in the middle circle of Connaught Place. The main objections was the introduction of barriers which exceeded the traffic scheme that was earlier agreed to be implemented as an experimental measure. The Association wanted that States Quo Ante as on 05-10-1992 should be restored.

(d) No, Sir.

Se) Does not arise.

Financial Assistance for King Road in Nagpur

(543, DR. SHRIKANT RAMCHAN-DRA JICHKAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the amount of fiinancial assistance proposed to be given to Maharashtra for the completion, of ring road in Nagpur;

(b) the amount actually disbursed so far; and

(c) if answer to part (b) above be in the negative, the reasons therefor 7

THE MINISTER OF STATE OF THE ! MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c) Construction of Ring Road in Nagpur was decided in 1986 to be taken up on cost sharing basis between Government of India. State Government of Maharashtra and Nagpur Improvement Trust. Estimates for an aggregate amount of Rs. 140.21 lakhs as Central Share have been sanctioned for Survey/Investigation, Land Acquisition and Shifting of Utilities. Up-to-date expenditure on these works as re-

ported by the State PWD is Rs. 61.55 lakhs The State Govemment has now proposed to complete the Ring Road from their own funds.

Collection of Toll at Bridges in Maharashtra

1544. DR. SHRIKANT RAMCHANDRA JICHKAR : Wil! the Minister of SURFACE TRANSPORT be pleased to slate :

(a) the number of bridges in Maharashtra where toll is collected by the Central Government;

(b) what were the proceeds from such toll during the year 1991-92; and

(c) the further period for which the toll would be collected by the Central Government ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Fee is being collected at present on 6 bridges in accordance with the prosisions of the National Highways (fee for use of permanent bridges) Rules 1992.

(b) During 1991-92, a sum of Rs. 2,26,11,468/- was colled ed as Bridge fee in Maharashtra.

(c) Levy of fee is to be continued till the total cost of the bridge including approaches, the interest thereon, expenditure incurred on maintenance and collection charges are fully recovered.

Ports in Maharashtra

1545. SHRI V. RAJESHWAR RAO~ : Will the Minister of SURFACE TRANS PORT be pleased to state ;

(a) what is the total traffic at the various Major Ports in Maharashtra;

(b) what is the total revenue earned annually by Government from these ports; and

(c) what are the schemes proposed to be undertaken to improve these ports ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) Details for the two major ports in Maharashtra for 1991-92 are as under :

Name of Port	Cargo handled by major ports (In million tonnes)	Revenue Earned by major ports (Rs. in crores)
Bombay Port	27.50	317.18
Jawahar Lal Nehru Port	2.80	84.93

(c) The major schemes to be taken up/ proposed to be taken up at these ports are as tinder :

Bombay Port

(1) Warehouse at Haji Bunder Dump.

(2) Replacement of Sub-Marine Pipeline including loading arms.

(3)acement of Pir Pau Oil Pier.

(4) Container Handling facilities.

Jawahar Lai Nehru Port

(1) LPG handling facilities.

(2) Conversion of Bulk Cargo Berth.
(3) Approach to Service Berth.
(4) Container Handling facilites,

Construction of Okhla Over Bridge

1546. SHRI 1NDER KUMAR GUJRAL Will the Minister of SURFACE TRANS PORT be pleased to state : the progress made so far in construction of Okhla Over Bridge and the reasons for delay, if any, in its completion ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT I (SHRI JAGDISH TYTLER) : 75% of the work of Okhla over Bridge in Delhi ! has been completed. Delay in completion I of work is mainly due to delay in removal of encroachments, shifting of Public uti-i lity services and shifting of all stone crushers outside Delhi in pursuance of judgement of the Supreme Court.